

BUREAU OF ENVIRONMENT CONFERENCE REPORT

SUBJECT: Monthly Natural Resource Agency Coordination Meeting

DATE OF CONFERENCE: January 19, 2005

LOCATION OF CONFERENCE: John O. Morton Building

ATTENDED BY:

NHDOT

Mark Hemmerlein
Charlie Hood
Chris Waszczuk
Bill Hauser
Marc Laurin
Kevin Prince
Kevin Nyhan
Cathy Goodman
Peter Stamnas

**Federal Highway
Administration**

Bill O'Donnell

Army Corps of Engineers

Rich Roach

EPA

Mark Kern

NH Wetlands Bureau

Gino Infascelli
Lori Sommer

**National Marine Fisheries
Service**

Mike Johnson

**US Fish and Wildlife
Service**

Bill Neidermyer

DES Watersheds

Andy Chapman

DES Air Resources

Becky Ohler

**NH Fish and Game
Department**

Bill Ingham

**Southern NH Regional
Planning Commission**

Tim Roach

Underwood Engineering

Peter Pitsas

Kimball Chase

Michael A. Malynowski

CLD

Jamie Paine

VHB

Frank O'Callaghan

NOTES ON CONFERENCE:

Newington-Dover, NHS-027-1(37), 11238

F. O'Callaghan discussed the updates to the travel demand model and reviewed the alternatives that were presented in the Rationale Report. M. Kern inquired about the potential for backups at the tolls and if the plaza would need to be expanded. F. O'Callaghan replied that there would be no backups and that expansion of the plaza would not be necessary. EZ-Pass has been factored in the mix as well. C. Waszczuk stated that northbound Spaulding Turnpike traffic is distributed to Route 4, Dover Point Road as well as continuing onto the Turnpike. As such, the Turnpike traffic north of the tolls is not constrained. Route 4 does have a constraint with 20,000 vpd and is at capacity. The Department has recently done some improvements to the bridge over the Bellamy River and to the intersection west of the bridge. There are no other immediate plans to widen Route 4. The Town of Durham has expressed concerns that Route 4 should not be expanded. The Route 4 constraints do influence the demands on the Turnpike. These will be further discussed in the DEIS. Responding to inquiry on when the Corps could confirm that the Department has considered a reasonable range of alternatives in the Rationale Report, R. Roach stated that they could be confirmed. The project is a widening of the existing and the alternatives focus on the arrangement of the interchanges and local roads, the impacts of which are not much different. The footprint of the bridge alternatives are also not much different. The wetland impacts are also similar, the selection of a LEDPA, which will be done after the DEIS is published, will not hinge on wetland impacts. B. Neidermyer and M. Kern agreed that from a wetland perspective the alternatives are similar. R. Roach stated that he needs EPA's comments before he can send a

formal letter to the Department on confirming the reasonable range of alternatives. M. Kern will send him a letter by mid-February.

Plaistow-Kinston, MGS-STP-T-X-5375(010), 10044B

C. Waszczuk discussed changes that needed to be addressed as a result of testimony received from the hearing:

- At the north end of the proposed connector road there is a new development. Due to the high cost (estimated at \$2M) of extending the proposed connector road through this property the Department will be required to end the connector road further to the south, connecting to NH 125 along the Cycle-Rama property. The opportunity for trucks and vehicles to reverse directions, which will be lost because of this design change, will be provided by modifying the intersection of Danville Road with Jesse George Road thereby allowing vehicles to reverse directions by turning onto Danville Road and then onto Jesse George Road.
- The proposed connector road will not be extended at the south end to the Auto Exchange property due to concerns by the owner. This will reduce the impacts to the wetland in that area.
- At Walton Road the proposed intersection with NH 128 was shifted 100 feet to the north. The intersection will be designed so vehicles on Walton Road will not be allowed to turn left (north) onto NH 128. The proposed jug-handle opposite Walton Road for reversing directions, will be retained and shifted slightly, but will be designed to not impact Kelly Brook.

The mitigation package was discussed. The mitigation will compensate for the 5 acres of wetland impacts from this project and impacts from other recent projects in the area for a total of 7.8 acres. In Kingston, the mitigation will consist of the already acquired Sullivan parcels totaling 17 acres and a 30 to 40 acre portion (70% of which is wetlands) of the Lot 1C property adjacent to the Sullivan parcels and extending along the north side of Bayberry Pond. This parcel could provide an additional public access point to the adjacent Town Forest to the west. L. Sommer stated that the Wetlands Bureau's required preservation ratios for mitigation must be met. In Plaistow the Department will preserve ± 40 acres of mainly uplands in the Kelly Brook headwaters. L. Sommer asked who would hold the easements. The Department will be approaching the Town of Plaistow to hold the easements since they already hold conservation easements on properties adjacent to the property. R. Roach stated that the mitigation plan will need to be sent to the Corps' ERU section for review, but the mitigation looks reasonable. R. Roach stated that he will work on getting the permit out, but will need to have the Water Quality Certificate. M. Laurin stated that the application for the Water Quality Certificate will be sent out to DES in the near future. M. Kern and B. Neidermyer concurred that the mitigation package was reasonable.

Antrim, X-A000(086), 13885

Peter Pitsas handed out the attached Project Narrative and attached the project plan view drawings to the bulletin board. He used the handouts to explain the project. Mr. Pitsas noted that the new sidewalks and parking spaces would be in approximately the same location as the existing ones, but some of the existing closed drainage system required modification so it would tie into the new curb line. The drainage modifications consisted of the following:

- Rerouting the closed drainage system that currently discharges into the dam impoundment area by High Street and reroute it such that it discharges directly into Great Brook just below House #34.
- Relocating the catch basin on either side of the road by Edmunds Hardware store.
- Rerouting and extending the drainage system just north of the Town Hall on the west side of the road.
- Adding a new catch basin on the west side of Route 31 by Grove Street.

Mr. Pitsas noted that a request has been submitted to NHDOT District 4 to complete all of the drainage work. He noted that the work by the dam impoundment area and by Grove Street would eliminate existing drainage problems that the District has. Most Board Members were concerned about the modifications by the dam impoundment area by High Street. Mr. Pitsas noted that District 4 continually receives complaints from the owner of the impoundment area about discharge of sediment in the impoundment area which he has to pay to remove. The Town thought it would be a win-win situation if modifications could be made to the closed drainage system when the sidewalks and curbs are being reconstructed. The Board Members understand the position of the landowner, but in terms of water treatment, having the closed drainage system dumping into the impoundment area is optimal for sediment removal in lieu of direct discharge into the brook. Mr. Pitsas noted that if approval of this drainage modification will delay the project, it will be removed from the project because citizens have been hearing about the sidewalk project for almost 4 years and Town Officials believe they have an obligation not to delay the project further. Mr. Pitsas noted that if NHDOT District 4 would not make the modifications by Grove Street they would be eliminated from the project because it is not required for installation of the new sidewalks. Besides the proposed improvements by High Street, Board Members did not have any comments relative to the drainage improvements in the project area.

Canaan, X-A000(088),13887

The project is limited to the downtown area of Canaan, specifically the four corners of Rte 4 as it intersects Canaan Street and Depot Street. This will include the reduction of pavement width on Rte 4, by installing traffic calming measures (bump outs) and improvement to pedestrian amenities at the Four Corners. As part of the pedestrian amenities, a new pedestrian connection between Williams Field and Depot Street will be accomplished by the installation of a culvert to bridge the existing drainage channel along the west side of the playing field, this will require work within wetlands. This project will be constructed within the existing right-of-way. HTA stated that the NHDES wetlands application would be submitted by week's end. As presented, project did not receive any negative comments from the departments represented at this meeting. The ACOE indicated the project qualified for a SPGP.

Warren, STP-X-000S(374), 13324

This project involves reconstruction of NH Route 25 from East Side Road to NH Route 118. Mark Hemmerlein reviewed the proposed construction which included two areas of reclaimed pavement; south of the Baker River Bridge and between NH Route 25C and Water Street. The areas north of the Baker River Bridge to NH Route 25C and north of Water Street to NH Route 118 will involve full box reconstruction. The roadway south of the Baker River Bridge will retain its 8-foot shoulders and 12-foot travel lanes and the roadway north of the Baker River Bridge will be modified to provide 11-foot travel lanes and 5-foot shoulders. Sidewalk will be retained throughout the section of roadway from the Baker River Bridge north to the Town Shed. Closed drainage will be constructed just north of the Baker River Bridge and outletted in to a field to the west of the bridge. Another run of drainage will run from the town shed north to NH Route 118. This drainage will be outletted behind the town shed into a stone line ditch. The decks on the Baker River Bridge and bridges carrying NH Route 25 over Patch Brook and Hurricane Brook will be replaced with no impacts to the river or brooks. No one objected to proposed plan and the ACOE indicated the project qualified for a SPGP.

Monroe-Barnett, X-A000(336), 14095

This project involves bridge rehabilitation work on the bridge that carries McIndoe Falls Road over the Connecticut River between Monroe, NH and Barnet, VT. Repairs would include replacing the timber deck with a concrete filled grid, replacing rusted stringers, some other structural work, re-painting the entire structure and some approach work. Cathy Goodmen presented this project. This is an historic high truss bridge, built in 1930. Initially only minor repairs were proposed, but an inspection in the summer of 2004 determined the bridge is in poor condition and reduced the weight limit from 10 tons to 3 tons. This does not allow winter maintenance, as the plows are too heavy. The project was presented at a joint NH-VT town meeting to determine if we should do a full rehabilitation of the bridge to bring it back to the 10 ton weight

limit, or totally remove the bridge, as there is another crossing about 3 miles north of this. The towns noted that there is a sharing of emergency vehicles and business amenities between the towns and loss of the bridge would bring a hardship for residents of both towns. It was subsequently determined to do the full rehabilitation. Most work will be done on the bridge itself, so there will be very little impact to the river and it's banks. As plans become finalized this will be presented again.

Alton, X-A000(243), 14215

This is a Federal Resurfacing project on NH Route 11 from Minge Cove Road, east 4 miles to Rand Hill Road. The project involves resurfacing, guardrail upgrades, drainage upgrades, work at the Mount Major parking lot, and redesign of the Minge Cove Road intersection. Based upon comments at the public informational meeting, the intersection of Minge Cove Road intersection will be pushed approximately 200 feet north. Preliminary wetland impacts are several thousand square feet. Although somewhat close to Lake Winnepesaukee, there will be no impacts to the lake and the contractor will be required to prepare an erosion control and stormwater management plan prior to construction. No one in attendance objected to the project as proposed, and no mitigation was requested. A formal wetland application will be forwarded to the Wetlands Bureau upon its completion.

Derry, 13648

Jamie Paine from CLD Consulting Engineers, Inc. presented this municipally managed project to install a box culvert. The Town of Derry, NH, in conjunction with the NH Department of Transportation, proposes to replace a set of four corrugated metal pipes (CMPs) that carry Bradford Street over Tributary G of West Running Brook, in the town of Derry, NH. Bradford Street traverses south from NH Route 28, through a residential neighborhood consisting of a series of split-level ranches. The ends of the existing CMPs have been crushed due to the weight of stone headers placed above the structures. The reduced function of the structure has resulted in poor water flow through the project area, creating raised stream water levels in the stream channel and on adjacent residential property. The raised water levels have also created excessive water quantities in the basements of abutting residential buildings.